THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Patrick Doyle, last season chief engineer of the Henry Chisholm, goes on the City of Cleveland this season.

Capt. R. Neville spent last week in Ashtabula looking after repairs on the steamer Jarvis Lord, at that port.

Charles R. Cleveland, last season mate of the R. P. Ranney, goes mate of the new iron steamer building here.

Capt. W. Moore, of Algonac, will sail the tug Thomas Quayle next season, with Henry A. Howe as chief engineer.

Local Inspectors Stanard and Fitzpatrick inspected the tug Florence N. Thursday of this week, the first inspection of the season.

Capt. Charles H. Beach, master of the tug Thomas Quayle last season, goes mate with Capt. Merwin Thompson next season in one of the Bradley boats.

Capt. Mat Morley, of Sodus, N. Y., formerly a well-known captain on the lakes, is in the city visiting his brother, Capt. C. F. Morley.

William W. Tyler, last year chief engineer of the City of Cleveland, stays ashore this season, having charge of the engineering department of the National Flour Mills.

The tugs James Amadeus and C. E. Bolton had steam up yesterday, and towed the schooner Franz Seigel to the transfer dock, where she was lightered in order to permit her to go into the slip and discharge her cargo of limestone at Wing & Pellett's yard. This load has been in all winter, and she has been resting on the bottom of the river.

In the cases of Laban B. Fortier et al. against 500,000 feet of lumber in the United States District Court, Judge Welker has confirmed the commissioners reports and rendered decrees for the libelants accordingly. In the first case the decree is for $1,671.32, and in the second for $1,619.94 and interest from July 6, 1883, and costs. It will be remembered that these actions were brought to recover the freight for a full cargo as per contract, it being claimed by the libelants that they were in readiness to carry the amount contracted for, and were not responsible for the shallowness of the channel in the Ontonogan river, through which the contract for the carrying of the lumber required libelants' boats to go. The commissioner, in his decision, gave the libelants the full amount of their freight, and held that they have a lien therefor upon the lumber carried.

Captain C. Ennis is going as first mate of the steamer Fairbanks this season.

It is understood that the Ogdensburg and Lake Champlain has chartered the fine propeller Averill, Haskell and Frost for the season, and they will again run in the canal route from Ogdensburg to Chicago.

Rhodes & Co., the well known coal and iron firm, have gone out of existence, and M. A. Hanna & Co. are the successors, Messrs. James F. and R. R. Rhodes retired from business.

Mr. J. C. Gilchrist of Vermillion has chartered with Pekan, Mather & Co. for 25,000 tons of ore from Marquette to Ohio ports, to continue to November, and 15,000 tons of coal from Lake Erie ports to Marquette at 60 cents, to continue into October.

Captain E. Dahlke has removed his boot and shoe store from Pearl street, west side, to 530 Superior street, corner of Muirson street.

Captain Thomas Wilson, who has been to Jacksonville, Florida, and other ports of the flowery land, the home of the Seminole, (a number of years past) has returned home, vigorous for a new campaign on the lakes.

The following appointments have been made by Captain Wilson to the boats of the Wilson Transit Line, the only change being in consequence of the retirement of Captain Inman of the Kasota, who will run a tug boat at Duluth this season: Propeller Wallula, Captain John Lowe; Engineer Thomas Kelley. Propeller Kasota, Captain James B. Lowe; Engineer Charles Rice. Propeller George Spencer, Captain S. N. Murphy; Engineer G. E. Averill. Propeller Hiawatha, Captain Ed. Morton; Engineer W. H Gibson. Schooner Minnehaha, Captain Andrew Peterson.

The new spars for the schooner Pelican were yesterday towed alongside and put into position on the boat.

The rapidity with which the Globe Company is building the new iron steamer is attracting much attention, the frames are half up.

The Globe Iron Works are building an engine for the steam yacht Tempest, compound, 8 and 14 inches by 12 inch stroke. The cranks are diametrical to each other, an air pump and condenser, and salt water column, the cylinders cast together in one piece, and the bed-plate in one piece with three journals on it.

The Globe Works have shipped a bed plate of seven and one half tons weight, valve chamber and valves and pump, to Bay City to the Bay City Iron Works to go on the new steamer building there for Mr. Mitchell.

ALPENA.

Special to the Marine Record

The following appointments have been made at Alpena:

Steambarge S. C. Hall, Captain Harry Richardson; Engineer Joseph Vallie.

Steambarge Garden City, Captain Alva Shaver; Engineer S. S. Bower.

Tug Ralph, Captain C. A. Richardson; Engineer S. A. Saulsbury.

Tow Barges—Sam Flint, Captain H. L. Foster; E. Harmon, Jessie Jones; Charles Hinkley, Henry Morey; Russian, Wm. Foulis; Light Gard, James Hamilton; S. H. Lathrop, Hugh Hamilton; Michigan, Frank Ariel.

Steamer Golden Eagle, Captain A. E. Persons; Engineer Dave Thompson.

Steamer Rowora, Captain Henry Vosburg.

Tug Effie L., Captain T. K. Lillis; Engineer John Maugher.

Tug Sigison, Captain Grant; Engineer Wm. Bishop.

The Golden Eagle and Renora will commence running from here to Au Sable as soon as they can get through the ice.

F. W. Gilchrist is overhauling all his barges and they will come out in good shape. The barge Russian is to have a new mainmast.

Captain T. K. Lillis, left here Tuesday to look after his boat at Bay City which was layed up there last fall to get new fire box in her boiler, the tug Ralph is to have her cylinder bord out. V. A. R.

BUFFALO.

Captain Redmond Prindiville of Chicago, late master of the steamer Michigan, which sank in Lake Michigan some days ago, was in the city yesterday. He left for Detroit in the afternoon, where certain insurance matters required his presence.

Captain John Prindiville, the well-known vessel agent of Chicago, who arrived here on Sunday, left for home last night. He opened negotiations with L. B. Fortier for the purchase of the steamer A. J. Wright, on a consideration of $20,000. A new summer hotel is about being built at South Chicago, and a steamer is wanted to run in the passenger and excursion trade between Chicago and its southern suburb. Captain Prindiville thought the parties whom he represented will take the boat on his reporting to them.

LUDINTON.

Special to the Marine Record.

The situation as to ice in this vicinity is not encouraging for an early opening. Since the steamer F. & P. M. No. 2 arrived she has not ventured out, but has made repairs to her sheathing. She will take a full cargo of west-bound freight on board and be ready to leave as soon as it is prudent to go. Her cabin and staterooms are being painted and engines are being put in order. J. D.

TOLEDO.

Special to the Marine Record.

The Toledo Harbor Tug Line, M. T. Huntley, manager, L. S. Sullivan, secretary, and A. W. Colton, treasurer, have formed an association for the season of 1885, with the following tugs: A. W. Colton, Capt. B. C. Chamberlain; J. A. Crawford, Capt. James Hardy; A. Andrews, jr., not yet appointed; Mary A. Green, Capt. Frank Harman; J. S. Spinney, Capt. John Dunseith; William E. Rooney, Capt. William J. Leaver; Syracuse, Capt. Ed. Williams; Farragut, not yet appointed. The rates for next season's towing will be $1 per 1,000 bushels, grain capacity, 70 cents light. The tugs A. W. Colton and Syracuse commenced fitting out on the 1st of April. The tug J. A. Crawford has had her cylinders bored out and some minor repairs; the Mary A. Green is having her boiler overhauled to the tune of about $300, and the J. S. Spinney is receiving all new flues.

A. Gilmore, shipbuilder, Ironville, has just completed a pound stake driver for D. Y. Howell & Son, fish dealers.

As soon as the ice gets out of the river the following vessels will go into Gilmore's dry dock: Schooner Mills for considerable repairs, steambarge Lafayette for overhauling, dredge General Meade for calking and overhauling, tug O. Folson and dredge Erie for rebuilding.

Capt. G. W. Stoddard, commodore of the Wabash line of steamships, has been nominated for mayor of this city on the prohibition ticket.

The steambarge William T. Graves has had some repairs and her boilers overhauled at a cost of some $3,000. Capt. Richard Millen will command her the coming season.

M. I. Wilcox, shipchandler, is keeping things busy in his sail loft. He also does a very large business in tents, awnings, cordage, oils, etc.

The Maumee & Ottawa Steamboat Company held a meeting on March 31, at D. W. Gibbs' office, and elected directors, as follows: D. W. Gibbs, R. Hallaran, George Butterfield, J. F. Zahn, and H. Haviland, D. W. Gibbs was appointed president, W. H. Allen, secretary, R. Hallaran, treasurer. Capt. George W. Stoddard was offered the managership and captaincy of the company's new steel twin screw passenger steamer, which is being built for them at Wyandotte by the Detroit Dry Dock Company. It is contemplated to place her on a route from Perrysburg to Point Place, at the mouth of Ottawa river, taking in Toledo en route. The company decided to name her the Mascotte, and we wish her success. W.

SANDUSKY.

Special to the Marine Record.

The scow Morning Lark was advertised at constable's sale, March 30, to satisfy an execution.

The steamer Hayes and the propeller Bessie are both undergoing a general overhauling.

Captain Joe Whetstone will command the tug Mystic the coming season. C. M. B.

Fine warm weather set in here on Thursday and did good work on the ice. On Saturday A. Wherle, with his usual enterprise, had the ice cut away from around his well-known passenger and freight steamer, American Eagle, and on Sunday he put on a gang of about 40 men to cut a channel some four feet wide, through the ice, which is about eighteen inches thick, from his dock, at the foot of Columbus avenue, to the Range Light, which is about two and a-half miles across the bay, so that the famous Eagle may commence to make her usual trips to the islands this week.

J. E. Monk is getting on rapidly with the new steambarge he is building for L. B. Johnson, Dan King, and Ed. H. Zurhorst. Her engine, 18x20, is being built by Barney & Kilby, of this city, and her boiler, of steel 6x12, by the Portland Boiler Company, this city.

Barney & Kilby have built a marine engine, 12x12, and the Portland Boiler Company a steel boiler 4½x8, for a steam yacht, building at Port Clinton for Messrs. Seifert & Spaulding. The engine and boiler were sent along by rail last week.

The barge B. B. Iceman, Capt. W. H. Reynolds, is getting some new planks in her deck, and is being got ready to receive two new coats of paint.

The sidewheel steamer P. H. Walker has been getting new decks, hatch-combings and hatches, new wheels, and a general overhauling.

Wm. & J. T. Reed are building for Lay Brothers, fish dealers, a stake scow 38 feet long, 14 feet wide, and 3 feet deep.

The sidewheel steamer B. F. Ferris, Capt. A. J. Fox, is getting new wheels, some repairs to her boiler, and her machinery overhauled.

The schooner Seaman, Capt. C. B. Nichols, looks very smart with her two new coats of paint.

The schooner A. J. Rogers, Capt. A. Reimers, has been calked inside and outside, and her decks have received some new planks and calking. Painting comes next.

The schooner Irene, Capt. W. W. Collins, is getting part new transom, new monkey rail and plank sheer, some new stanchions, part new rail, and will get a coat of paint.

Fred Groch's tug Myrtle has had a new monkey rail forward and aft, and some repairs to her boiler, and two new coats of paint, which make her look young again. Capt. W. P. Wheeler will command her the coming season, and he may well be proud of such a fine boat.

The steambarge Ohio, Capt. J. C. Estes is getting a general overhauling, and is being fixed up for carrying rolling freight and merchandise the coming season.

The barge C. N. Ryan has had her upper deck taken off. She will in future be used in the lumber trade as consort to the steambarge Yosemite. Capt. C. D. Miller will command the Ryan.

Capt. G W. Nagle will command the steam yacht Grainer, purchased last fall by Wm. Reybergh, Middle Bass Island. She is at St. Joseph, Mich. Capt. Nagle will bring her around to Sandusky when navigation opens.

Lea, Herbert & Co. and Gilcher & Shuck are having their old spile docks filled in.

S. B. & F. A. Hubbard have built 100 feet of new dock on the west side of Fulton st. slip, next to the I. B. and W. warehouse.

Capt. and Engineer J. B. Hart is building a marine engine of about ten horse power and a steel boiler 28 inches diameter and 72 inches long for a small steam yacht which H. D. Root, of Lorain, will build for him.

Chas. Lance has completed some repairs to the boiler of the steamer R. B. Hayes, and she will be got ready for service at once.

The steamer J. Cooke is getting fixed up ready for work.

The steamer American Eagle made her first trip this season to Put-in-Bay on the 31st. A channel was sawed from her dock to the range lights in the bay here, and she encountered very little ice in the lake, and experienced no difficulty in making the trip.

A list of twelve names of engineers at this port, who are desirous of joining the M. E. A., have been sent to Engineer J. H. Reed, at Detroit, for the purpose of having a charter granted to them, and they are expecting one of the members of the M. E. A. along soon to organize the branch. T. W.

OSWEGO.

The Oswego seamen's union held a meeting last week and elected the following officers: President Patrick Meager; vice president, Thos Bracken; secretary, Chas. R. Vorse.

Vesselmen

SHOULD HAVE

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MARITIME LAW.

[*Concluded from Last Week.*]

THE AVON—COLLISION—VESSEL AT ANCHOR—NIGHT LIGHTS—TORCH.

District Court, N. D. Illinois, January 5, 1885.

The proof also shows that it is quite common for vessels at anchor in Milwaukee bay to display two anchor lights, so that those in charge of vessels in motion in that locality, and acquainted with the usages in that regard, are bound to anticipate that a vessel at anchor may show two lights, even if such showing is contrary to law. But I do not think it can be deemed a violation of the rule to show two anchor lights, because it is possible a vessel lying at anchor may find it necessary to partly raise a sail so as to be ready to get under way in case of a change of wind, or the sudden rising of a storm, which would obscure one light, and make two lights absolutely necessary. It was not necessary in this occasion, it is true; but it it is hardly possible that if a vessel situated in this manner should show two anchor lights, it could be brought as a charge against her in case of a collision.

I now come to consider briefly the proposition that the Scott should have shown a torch in time to have notified the Avon of her position; and that her failure to do so is such contributory negligence as excuses the Avon or mitigates the consequence of the collision. I have only to say that I do not understand that it is necessary for a vessel at anchor to show a torch when it is clear that the approaching vessel, by a vigilant and proper lookout, could have seen her without a torch. Vessels at anchor in the night, with their own light properly set and burning, have a right to assume that an approaching vessel is obeying the law; that it has a proper lookout, and is taking the proper precautions to avoid a collision; and hence, when the watch on a vessel at anchor sees another vessel approaching at a distance of about three-quarters of a mile, and sees all her lights clearly and distinctly, he has the right to assume that the lookout on the approaching vessel sees his lights, and will in due time adopt the proper maneuver to pass clear of him. It is said however, in behalf of the Avon, that the air was filled with smoke from the rolling mills, so as to prevent the lookout on the Avon from seeing the barge's lights; but it hardly needs argument to demonstrate that, if a man standing on the deck of the barge could see all the lights of the Avon as she approached him, it was equally feasible for the lookout on the Avon to have seen the lights on the barge. If the rays of light from the green, red, and white lanterns of the Avon were clearly seen on the barge from the time she headed down the harbor, as is most abundantly proven, then there is absolutely no reason why a competent and vigilant lookout on the Avon should not have seen the barge's lights. That there was some smoke on the bay must from the proof be taken as an established fact, but it is evident that this smoke did not materially obscure the lights on the Avon nor the barge; for men on tugs out in the bay in the vicinity of the barge saw the Avon's lights and the city lights from the time she headed down the harbor, while the life saving station men from the station at the end of the piers, and the men on the tug inside the piers, plainly saw the lights on the barge. Indeed, I can hardly, conceive that smoke from these rolling mills, after drifting a mile and a half over the water, could have retained enough of its soot and body to have obstructed the view of lights opposite the mouth of the harbor; but if it ever did so, I feel sure from the proof that it did not do so on this occasion, because if there was not smoke enough to obscure the lights of the Avon and prevent them from being seen from the barge and the tugs in the vicinity of the barge, then there was none to prevent the lookout from seeing the lights of the barge from the forward end of the upper deck of the Avon. And if the watch upon the barge had no difficulty in seeing the Avon's lights, he had the right to assume that the lookout on the Avon could and did see his light, and that a torch was not called for.

My own conclusion from the testimony of the respondent is that the lookout and perhaps the captain of the Avon were most culpably negligent, and that the collision arose from this neglect. It must be borne in mind that the Avon had touched at Milwaukee, on her way to Chicago, to land all or a portion of her freight. Her men and officers had all been hard at work for many hours putting off this freight. Their supper had been delayed until after they left the dock at Milwaukee, and winded the vessel for the purpose of running down the harbor. Supper was then ready, and the mates both went to supper by the captain's direction, although it was the mate's watch, and Joyce, who seemes to have been employed on the Avon as a watchman, lookout, and deck hand, being paid extra at the rate of 30 cents an hour for the time he worked as deck hand, was placed on duty as lookout. Joyce had been at work as deck hand helping to unload, and had not had his supper, and just what he was doing during the time the steamer was running down between the piers does not clearly appear from the proof; but, as the mate says, about the time she passed the outer ends of the piers, he (the mate) directed him to take his place as lookout, and told him to keep a bright lookout, and placed an opera-glass on the top of the pilot house, and called the lookout's attention to it. Shortly after he was thus placed but how many minutes it is impossible to say from the proof, Joyce seems to have seen one or more of the barge's lights with his naked eyes. Instead of reporting these at once to the captain, he attempted to examine them through the glass, found the glasses were not clean, wiped them and then looked again, and saw two lights, which proved afterwards to be the lights on the Scott. He then reported them to the captain, who instead of giving any orders to avoid a collision, directed the lookout to bring him the glass. It was handed to the captain who attempted to use it, found it needed adjusting to his eyes, adjusted it, and then was in the act of looking for the lights, when the lookout, who had gone forward, called out that the barge was right under their bows, whereupon the captain ordered the wheel to starboard, but before any substantial change of course had been effected, he ordered the wheel hard to port, and before she had swung a point to starboard the Avon struck the barge.

The engineer and captain say the steamer was running under check, and not to exceed four miles an hour. If so, it would have taken about seven minutes to have run from the ends of the piers to the barge, as at four miles an hour it would take fifteen minutes to run a mile, and seven and a half minutes to run half a mile. There was certainly ample time for Joyce, the lookout, to have surveyed the entire bay, and taken in all the surrroundings, long before the steamer had passed half the distance from the piers to the barge. What he was doing during this time he does not say; but I think I am justified in inferring that the mate having laid the field or opera-glass on the top of the pilot house, Joyce left his post as lookout, made his way to the hurracane deck where he could reach the glass, and then back to his place; but whether he went after the glass after he had seen the barge's light by the naked eye, we do not know; but this does appear, that the mate, after he had directed Joyce to tak his station as lookout brought the glass from his room, put it on the top of the pilot house, and called Joyce's attention to it. Joyce may have at once left his station and gone for the glass, or may not have gone for it until after he saw the lights. In the mean time the steamer was running at the rate of four miles, and perhaps faster, toward the barge. Then, after Joyce had made out the lights, he wiped the glasses, and, we must presume, adjusted them to his eyes, and then reported the lights to the captain. The captain ordered the glass handed to himself, and, after taking time to adjust the glasses to his eyes, gave orders to starboard and then to port the wheel. Here was time enough lost, which, if properly employed, would have avoided a collision; for a steamer like the Avon, in a still night, would readily have swung clear of this vessel, by being properly maneuvered, in going from two to four hundred feet. If Joyce was fit for the duty of lookout, he ought to have been able to have seen the lights on the barge without the aid of a field or night glass. It may, I think, be safely assumed that any man who needs a night glass to enable him to discover lights in time to avoid a collision is unfit for a lookout. His own natural vision should be sufficient to enable him to perform all the duties of a lookout. The night glass is part of the outfit of the officer of the deck, and not of the lookout's. The men on the tugs, at the life saving station, and on the deck of the barge, all saw the city lights, the lights in the bay the Avon's lights, and the barge's lights without difficulty, and I can, therefore, see no reason why a glass should have been called into requisition to aid the lookout on the Avon. It seems to me to have been a fatal hindrance. While the lookout was getting it from the place where the mate had laid it, adjusting it to his eyes, wiping the glasses at each end, and while the captain was calling the lookout from his place to bring him the glass, the steamer was steadily and surely passing over the brief half mile between the ends of the pier and the barge, and by the time the glass had told these men what their naked eyes, if vigilantly used, should have revealed to them, it was too late to avoid the collision.

It seems to me that Joyce, fatigued by his extra labors as deck hand in unloading freight, went sluggishly, and perhaps stupidly, to his duty as lookout; that he was not alert and watchful, as he should have been, but delayed and hesitated when he should promptly have given the alarm on the first discovery of the barge's lights; and the captain, for some inexplicable reason, instead of acting on the first information, and either stopping or backing, allowed his boat to keep on her course, while he deliberately attempted to scrutinize the lights reported to him, by the aid of the glass. If there was smoke enough to embarrass him, or render his vision uncertain, which it does not seem to have done for any one else in that locality at the same time, so much the more reason for increased caution on his part. I cannot, therefore, see that there was any fault on the part of the barge which contributed to this collision.

If the night had been foggy, so as to make it doubtful to those on the barge whether the barge lights would be seen by those in charge of the Avon, it might have been their duty to show a torch; but when there was no circumstance to justify the fear that their lights were not or could not be seen on the Avon, there was no occasion forsuch a precaution; and if, as already said, the lights of the Avon had been plainly and continuously in sight from the barge, then they could have had no reason to suspect that their lights would not be seen on the Avon. Seeing the Avon's lights, although she was coming directly towards the barge, and knowing that his own anchor light was properly placed and burning, the officer on watch upon the barge would naturally have supposed that the Avon would change her course in time to clear him; and at the time when it became evident that there was imminent danger of a collision, the officer of the watch on the barge caught a lighted lantern from the deck house and waved it along the deck of the barge, to indicate danger. And comment is made by the respondent's counsel because he did not then show a torch; but it is apparent that the display of a torch at that time would have availed nothing, because the captain and lookout of the Avon at that time had become fully aware of their proximity to the barge, and knew then all that the torch could tell them, but too late to avoid the collision. The commissioner found that the fault for the collision was wholly with the Avon, and fouud the libelants entitled to recover the amount of the two policies paid, as charged in the libel, together with interest since such payment. The exceptions to his report are overruled, the report confirmed, and decree as recommended by the report.

LITERARY NOTICES.

HARPER'S MAGAZINE for April is a brilliant number, with sixty-eight illustrations, and an unusual variety of exceedingly interesting reading matter. The frontispiece of the number is a characteristic portrait of Abraham Lincoln. The most important of the illustrated articles is a personal sketch of the Prince of Wales. The long promised series of Baltic Sketches by F. D. Millet is begun in this number, under the title of "A Wild-Goose Chase," illustrated from drawings by the author and R. Swain Gifford. There are several other illustrated articles. Miss Woolson's new novel, "East Angels," increases in interest, and the anonymous story, "At the Red Glove," illustrated by C. S. Reinhart, is bright and entertaining. James Lane Allen contributes a humerous story, entitled "Too Much Momentum." In the Editor's Easy Chair, Mr. George William Curtis discusses German Opera in New York, General Gordon and the Soudan trouble, the Memoirs of George Eliot, and the Washington Monument. Mr. Charles Dudley Warner opens the Editor's Drawer with an essay, on "Climate and Intellect."

THE APRIL CENTURY.—In the April number of the Century Admiral David D. Porter contributes to the war series a striking paper on "The Opening of the Mississippi." While Admiral Farragut led the men-of-war past the New Orleans forts, Porter paved the way for and supported the attack with the mortar fleet. At the beginning of his paper Admiral Porter speaks of the New Orleans Campaign as "the most important event of the War of the Rebellion, with the exception of the fall of Richmond." He writes from a knowledge of the secret history of the campaign, and has made graphic description of the many stirring incidents which befel the the fleet in its memorable battle with Forts Jackson and St. Philip. Accompanying the article are portraits of Admiral Farragut, Admiral Porter, Captain Theodorus Bailey, General Butler, who was in command of the land forces, General Lovell, the Confederate commander, and other leading participants in the conflict. Besides the portraits there are more than twenty-five maps, plans, and pictures of incidents, most of the latter being after designs, by Admiral Porter. George W. Cable, in a brief article, gives a spirited description, from personal observation, of "New Orleans before the Capture." Eugene V. Smalley, who has contributed to the Century several articles on "The New Northwest," describes his journey "From Puget Sound to the Upper Columbia," accompanying which are views of Mount Tacoma, and of the Tyler glacier, which is beginning to be an object of interest to travelers.

THE ATLANTIC MONTHLY for April is a remarkable good number. Its serials by Craddock, Mrs. Oliphant, and Miss Jewett progress admirably, and Dr. Holmes adds the attraction of a poem called "The Old Song" to his installment of "The New Portfolio." The papers on Madame Mohl are also continued, and an essay on "Time in Shakespeare's Plays," by Henry A. Clapp, forms a pendant to a former article on "Time in Shakspear's Comedies." A delightful paper entitled "George Frederick Handel: 1685—1885," by John S. Dwight; "Political Economy and the Civil War," a study by J. Laurence Laughlin; a story called "Fate Dominant," by F. R. Stockton; "An Unclassified Philosopher," a sketch; and a paper on the sparrow, by Olive Thorn Miller are the other attractions of the number. The poetry comprises "Fiammetta," by Helen Gray Cone; "Cressid," by Nora Perry; "The Strange Guest," by Edith M. Thomas; and "Easter Lilies," by John B. Tabb. There are also reviews of recent poetry by Browning, Tennyson, and Swinburne, and of Gosse's edition of Gray's Worhs, together with the usual Contributors' Club and books of the month. Houghton, Mifflin & Co., Boston.

ST. NICHOLAS FOR APRIL opens with a frontispiece illustration, by W. St. John Harper, of "The Gilded Boy," a true story of a Florentine pageant in 1492. The romance of history forms a prominent feature of this number. In the "Historic Girls" series E. S. Brooks tells the story of the girlhood of "Zenobia of Palmyra." Lieut. Schwatka tells, in "Children of the Cold," of some of the popular games of the Eskimo; while Charles Barnard, in "The Boys' Club," relates how some little New York savages, that have been caught and tamed, amuse themselves in a fine club house. Another "Ready for Business" paper discusses the chances for young men in the field of practical chemistry; and E. P. Roe, in an interesting installment of "Driven Back to Eden," contributes some sound and timely advice to young tillers of the soil. "Among the Lawmakers" contains an amusing chapter on the pranks of the Senate-pages. J. T. Trowbridge's serial, "His One Fault," goes brightly on. Of the many other features of the number, a few; are a beautiful double-page picture called "Easter Morning" "The Conscientious Cat;" a poem by Celia Thaxter; one by Margaret Johnston, illustrated by Jessie McDermott; an another, called "Who's Afraid in the Dark?" with a full-page picture by R. B. Birch.

CHANGE ON THE CANAL.

By official letters received by Superintendent Spaulding, of the canal, from Gen. Poe and Mr. Wheeler we learn that the canal force will be reorganized, and there will be a reduction of the force, The office of superintendent of the old lock is to be discontinued, leaving one superintendent of the entire works, and under him will be the two assistants, who will be on duty in alternate watches as at present. The result of this change, of course, dispenses with the services of Superintendent Chandler, who, though nominally superintendent of the old lock, has shared equally in the general management of the canal with Captain Spalding. The change is one that has been contemplated heretofore, and it is not thought to have any political significance. It is not impossible or improbable that changes will be made during the summer for political reasons, and there may be a clean sweep of those who hold positions on the canal. Mr. Chandler, the retiring superintendent, has been engaged on the canal under the State and the United States in all eight years. He has shown himself to be an efficient and honest officer, and he will retire with the good will and best wishes of his fellow officers and the community generally.

Secretary Whitney declined to take action upon the report of the advisory board recommending the acceptance of the new dispatch boat Dolphin until he had an opportunity to examine the contract and all the details of the vessel's construction. The Secretary also ordered the Talapoosa to be put in repairs for regular service instead of for the transportation of government freight and passengers.

GENERAL NEWS.

The propeller Scotia, ashore on Keweenaw Point, is said to be in about the same condition as when she was abandoned last fall.

The jobbers of the Peshtigo company are coming out of the woods. The season's cut of the company will be about 45,000,000 feet. The log cut of the Chippewa Lumber & Boom Company is estimated at 250,000,000 and the others on the river at 85,000,000 feet.

Port Arthur has been honored by the C. P. R. in being made the point of junction between the eastern and western divisions of the road. The reasons on which this action is based are the same which have made and will maintain Port Arthur as the lake terminus of the road.

A well-known gentleman in Boston is the author of a novel which relates the adventures of a party on a desert island. In the course of the story he describes the building of a steel yacht, and remarks that the plates were riveted together. A critic, picking him up, asked him how they accomplished the riveting, and was met by the reply that the goats which they found on the island butted them in.

The New York State Legislature has appropriated $15,250 for necessary work to protect the Erie canal at Buffalo from the encroachment by lake.

The Armour Packing Company Thursday received another cable order from the British War Department for 8,000 additional cases of canned beef, representing about 650,000 pounds, and another proposal for 10,000 additional cases, which, however, could not be filled within the time limited. The statement is made that orders already in hand have divested all establishments in the country engaged in this particular industry of their available stocks.

The steamer Philadelphia, the latest addition to the Red D line, plying between New York and Laguayra, Porto Cabello and Caracoa, takes her place in the line this week. She was built by William H. Cramp & Sons, of Philadelphia, at a cost of nearly $400,000. She is 283 feet in length over all, 34 feet breadth of beem, and 20 feet 6 inches depth of hold. She has five water tight compartments, each ventilated by an air shaft connecting with the funnel, and American Ship Windlass Company's steam windlass of the latest style.

COMMISSIONER OF NAVIGATION.

JARVIS PATTEN,
Treasury Department, No. 92,
Washington, D. C.

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A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold. Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,500. Address MARINE RECORD OFFICE.

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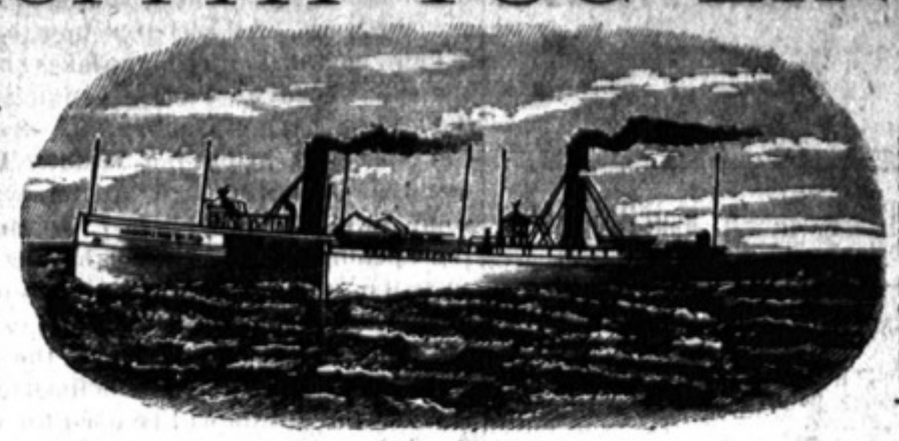
TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



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Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind. Ex.....	9:00 A M
No. 23, Galion & Wheeling Express.....	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex.....	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express...	*12 25 P M
No. 27, Galion & C.L & W. Acc.....	3:30 P M
No. 29, Massillon & Ulrichsville Ex.....	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp.....	*6:40 A M
No. 20, Uhricsville & Massillon Ex.....	8:55 A M
No. 2, Col. Cin. & Indianapolis Express.....	9:50 P M
No. 14, St, Louis, Ind., Cin, & Col. Ex.....	*4:45 P M
No. 22, Galion Acc.....	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express.....	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express.....	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation.....	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express.....	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via " ..	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 10 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk....	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.	LV.	AR	GOING WEST.
			P. M.
.....	A. M.	Chicago	7 50 .....
.....	7 50	Valparaiso	5 42 .....
.....	9 50		
.....	P. M.		
.....	1 50	Fort Wayne	2 10 .....
.....	2 05	New Haven	1 35 .....
			A. M.
.....	3 48	Leipsic	11 36 .....
.....	4 46	Arcadia	10 35 .....
	A. M.		P. M
	6 50	Fostoria	10 22 8 50
	7 35	Green Springs	9 44 8 05
	8 15	Bellevue	9 20 7 40
	10 45	AR Cleveland LV	6 45 4 51
	11 55	Painesville	..... 3 34
	P. M.		
	12 44	Ashtabula	..... 2 43
	1 14	Conneaut	..... 2 13
	2 33	Erie	..... 12 50
			A. M.
	4 09	Dunkirk	..... 11 16
			A. M.
	5 45	AR Buffalo LV.	..... 9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m., 9:10 a. m., 5:05 p. m.
All trains daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

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The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, APRIL 2.

THE QUESTION OF SHORTAGE.

The many cases of shortage in grain cargoes last season, and which was a prolific source of annoyance and loss to the ship-owner and master, should prompt the captains of all vessels to adopt some plan by which they will be able to approximate the quantity of grain or other cargo they have in the vessel, independent of the bill of lading, in order that the necessary measures of protection or protest may be taken. A case of shortage occurred last season involving 500 bushels of wheat, an amount which had been receipted for, but which did not weigh out at the port of discharge for the reason that it had never been placed on the vessel, a fact which the master and owner of the vessel had no means of knowing, and the vessel being a comparatively small one, therefore ran at a loss nearly the whole season, in order to pay for this freight which she had never received. This matter has been recently agitated in England in regard to the carrying of coal, included in the bill of lading. It had been learned that in almost every instance the coal cargo was more or less short, and in the cases of steamships led to provoking suspicions and positive loss. It was to no purpose that the captain and his crew protested that the cargo was just as it had been received, the fact remained that the weight was not there. It was equally apparent that it had been acknowledged to have been received on board the ship, and the shipowners were, as a rule, compelled to pay for the deficiency. Anything more tantalizing than this can scarcely be conceived, and the ship-owners at several ports decided not to carry coal unless the declaration of weight were dispensed with. In the bills of lading the words "weight and quantity unknown," were inserted, and by this means the uncertainty of profit and the probability of loss to which the ship-owners of these ports were exposed were removed. But as it is not likely that this plan can be adopted to any great extent, it should be the custom of the master of the vessel to look after his own protection by noting the condition of his hold with each fresh cargo. After taking this precaution a number of times he can tell almost to a certainty when he has not got the cargo called for and enter protest accordingly. The elevators at some grain shipping ports are more prone to turn in short weight than are those at other ports, and in fact it occurred last season that almost every cargo taken from certain elevators weighed out short for an entire month, or long enough to attract the attention of the carriers that something was radically wrong with the system of the elevators, after which they would take measures of protection, when the bills of lading and cargo would tally. Boards of trade and chambers of commerce should take measures looking to the correction of this matter by adopting a standard system by which the handling of grain can be reduced to absolute perfection.

LAST year the local inspectors were confined to their own districts in regard to issuing pilot's licenses. But at the last meeting of the board of supervising inspectors to issue licenses, if the candidate is competent, to a pilot serving in any district. This rule does not apply to others than pilots and masters.

MUCH has been said and written regarding the prospects of the opening of navigation this year. All accounts show that there is more and thicker ice in the lakes now than there has been at a corresponding period during the last half century. In examining the table published in the MARINE RECORD last year relative to this matter, which is comparative for thirty years, we find that the opening of the straits, the key to our system of navigation, the dates of opening have ranged from March 14, 1878, to May 4, 1881, the average being about the 20th of April, and we are therefore inclined to the belief that the straits will be open for navigation this year on the 10th of May, and that the lake traffic will be in full blast at that time. We base this estimate not only on the above facts but on the knowledge that the ice is pure and blue (not snow ice), which will readily succumb to the warmer atmosphere and gentle warm rains of April. In another column we print a number of comments by men well posted in lake navigation regarding this matter, which will doubtless be read with interest, although the majority of them differ with us on this point. We therefore desire to say that the boats of the present day are more capable of forcing a passage than were those of thirty years ago.

"MARITIME DISASTERS."

CHICAGO, March 29.

Editor of the Marine Record:

Dear Sir: In the Inland Marine, of March 28, under the heading of "Maritime Disasters," appeared an article written by Capt. J. B. Hall, which is not at all flattering to the professional ability of the average lake steamboat and vessel officer. As a steamboat man, I take exceptions to most of his assertions. I think the steamboat manager Capt. Hall speaks of must be hard to please when he finds it such a difficult matter to get captains to suit him. I will venture to say it is none of the managers of the great through transportation lines to whom he refers. I take my opinion from the fact that in those lines it is seldom we hear of a captain being removed for incompetency. The same men are appointed from year to year, with discouraging frequency to ambitious men, who are able and willing to take their places, and when a vacancy does occur, it is filled by a mate in the same line, who gives just as good satisfaction as his predecessor. For proof that Managers Bullard, Caldwell, Moore, and others know how to select good men, let me refer Capt. J. B. Hall to the few serious accidents in those lines, in proportion to the boats engaged. Fewer, comparatively, than in the good old times when he claims boats were better officered. In regard to what he says of timid captains, foolhardy captains, and all that, how many men on these lakes are allowed to use their own judgment in respect to weather.

Is it not a fact that most steamers have agents or owners in all principal ports who want to see their boats outside as soon as they are loaded, and a captain who will not take a good many chances rather than lay in port waiting for weather, would soon be requested to resign. This may not be right, but it is an era of enterprise, and some vessel-owners, be their vessels good or middling, are willing to take chances with the elements. Witness lake navigation this winter.

His assertion that no promising young man at the present time has any inducement to follow the lakes as of yore, to my notion is not strictly correct, because the remuneration all round to all grades of sailors, is much better than it was many years ago, the work now is much easier, and promotion more rapid.

A couple of years ago the subject was agitated in a quiet way of naval officers for steamboat inspectors, on the score of greater experience and fitness for the position than lake men as at present. General J. A. Dumont, the supervising inspector general, took the matter up, and gave it as his opinion that the average lake officer of the present time was the superior of his naval cousin in all pertaing to lake navigation. The general evidently was posted. I think no fair-minded man will deny that lake officers as a rule are inferior to none in endurance, good judgment, and business qualities.

As these men, with few exceptions, are raised on the lakes there must be some system at work which answers all the purposes of apprenticeship. Most captains on the lakes have a following of one or more young men, who began their sailing career with them, in the most inferior positions at first. They sailed with those same captains for years, and by diligence to their duties made themselves indispensable, and after going through all the lower grades, as decksweep, deckhand, watchman, lookoutman, and wheelsman, finally graduate as a licensed officer.

The statement that railroads offer more inducements and obtain a better class of men, is a slur on our profession, and is without foundation.

A passenger conductor or engineer is no better paid than the average captain or steamboat engineer. The attainment of those positions is about all that can be considered enticing in railroading to adventurous young men, and are we to believe they are better positions than captain or engineer of a steamboat?

If he sails long enough he may get charge of a nice lighthouse in his old age. If he railroads he may acquire a wooden leg, and have charge of a crossing at some street as a reward for devotion to duty. I believe that some years ago the Anchor line of lake steamers established a system of apprenticeship that it was supposed would be particularly alluring to "adventurous young men in the higher walks of life." The cadets, as they were called, did not pan out well, and I doubt if any of them attained any eminence as officers. The cadet system at present is extinct on the lakes, but the history of its rise and fall, might be instructive to any person who thinks we are suffering for a want of apprentices.

JOHN HILTON.

FLINT & PERE MARQUETTE NO. 2.

To the Editor of the Marine Record:

LUDINGTON, MICH., March 25.

Dear Sir: The steamer F. & P. M. No. 2., Captain J. Duddleson, left Milwaukee March 14th, had a stay of ten days among the ice fields and arrived here at one o'clock yesterday I have never before seen so much ice and so heavy. We lost some of our sheathing, but otherwise came out all right.

J. D.

The longest and probably the most hazardous trip ever made across the ice on the lake, was that undertaken by part of the crew and passengers of the propeller F. & P. No. 2. The men experienced all the hardships and perils incident to a walk of nearly thirty miles over the ice. For miles the ice was piled up in every conceivable shape. At times the travelers were compelled to proceed on their hands and knees in order to cross the "wind-rows" and bergs.

Norman Breezee, clerk, Eugene Marquette, second mate, Dennis Kirby, wheelman, W. F. Gero, watchman, and J. L. Chapin and John Touchette, of Manistee, W. Graves, of Ludington, and two other passengers of the propeller F. & P. M. No. 2, reached here this morning. Their experience seems more like a story of the Arctic regions than of the lakes. On Saturday, March 14, the No. 2 left Milwaukee for Ludington carrying a full cargo of freight and six passengers, one of them a lady. For nine days the boat was not heard from and the first information of her whereabout was received on the arrival of her crew here. She had suceeded in working through the ice to midlake or to within thirty miles of Little Point au Sauble when she stuck fast.

Life aboard grew monotonous, and on Sunday last, Marquette and Kirby, of the crew, and Touchette, a passenger, started for a walk over the ice to look for open water, which with extra exertion the boat might possibly reach. They traveled towards the east shore, and after going about eight miles turned back for the boat, but found that the ice had parted leaving them adrift. There was no alternative but to strike out for the shore and this they did with desperate energy. Good headway was made until Touchette broke through the ice. He was hauled out by his companions but not until his lower clothing had been wet through. They reached the shore in the evening, and were given dry clothing, food and lodging for the night by the lightkeeper.

The other passengers, with the exception of the lady, were very desirous of reaching the shore, and believing that the three who had left the previous day had reached the beach, were willing to attempt the trip. trip. Accordingly the four passengers with Breeze, the clerk, and another of the crew as guides, left the boat at 5:30 on Monday morning to undertake the thirty miles walk. Their trip was one of great peril. They made less than two and a half miles an hour, being thirteen hours in making the crossing, and reaching the beach all well exhausted. Several times they encountered open channels through the ice, but their resources were equal to the emergency. Gathering on a large cake of ice, they would cross by taking off their coats, stretching them out as sails and with the brisk wind were carried in the desired direction until firm ice was found. They made the beach at Little Point, near where their predecessors, in a similar perilous undertaking, had made a landing the previous day. Making their way to Mears Station they all came here by stage.

THE MOFFAT TUG LINE.

On another page will be found a fine engraving of the tugs Mocking Bird and Frank Moffat, of the Moffat Tug Line. The appointments for this line have been made, as follows:

A. N. Moffat, president, located at Detroit.

John Cornwall, superintendent at Port Huron.

Tom W. McVenn, cashier.

Mocking Bird, Captain Andrew Rattery; Engineer John Stevens.

John Martin, Captain Chris. Moore; Engineer Robt. Cameron.

Frank Moffat, Captain Thos. Cume; Engineer Chas. Cushane.

Admiral Porter, Captain R. Connelley; Engineer Jas. Norton.

Kittie Haight, Captain Tobin.

River Queen, Captain John Moffat.

The steambarge May, belonging to the same line, will be commanded by Captain Alex. Birney. Her tow will consist of the barges Waubaushene, Severn, and Muskoka. Captain Archie Muir has an interest in the management of this fleet, and applicants for positions aboard are referred to him.

NEW PROVIDENCE WINDLASSES.

The schooner building at Bay City, Mich., by James Davidson, is to have a Providence capstan windlass from American Ship Windlass Co. Jos. Church & Co., Tiverton, R. I., will replace two old-fashioned windlasses with the improved fisherman's windlasses on two of their fishing vessels for handling large hawser on one side and chain on the other.

The fishing steamer building by David Clark, at Kennebunkport, Me., for Captain H. B. Joyce, is to have a Providence pump brake windlass, with messenger chain attachment, to run by donkey engines, to handle her anchors and chains.

COMMENTS ON THE OPENING OF NAVIGATION.

Vessel owners are not making any active preparations for the opening of navigation, nor will they until the ice begins to disappear. At present the lakes are filled with ice, which is piled up in some places twenty feet high, presenting much the appearance of a scene in the Arctic regions. The continued cold weather would seem to indicate that the ice will hold on for several weeks to come. Vesselmen predict a late opening, and many are of the opinion that it will be very near the first day of June before the Chicago grain fleet reaches Buffalo. Capt. T. G. Butlin, superintendent of the Goodrich Steamboat Line, says there is more ice in the lakes at present than has existed at the corresponding period since 1843. In the spring of that year Lake Michigan was frozen from shore to shore, and no boat was able to cross the lake until the last of April. He was a boy on the sidewheel steamer Huron in those days, and recalls the fact that the steamer did not reach St. Joseph until April 23. She was obliged to run slowly in order to prevent being crushed between the heavy cakes of floating ice, but she succeeded in reaching port without sustaining damage. That same year the straits were impassable until about the middle of May. This year it looks as if navigation on Lake Michigan would not open until at least April 20, and as for the straits it may be nearly a month later before a sail craft will succeed in finding an open passage through that narrow channel.

A. N. Moffat, manager of the Star Line, says that the winter has been the hardest in his recollection, and the season will be very backward. He doesn't expect they will be able to do anything before May 1, but thinks that the ice being covered with snow, will melt much quicker when the sun gets at it than if it were clear and solid.

The Detroit News says that George N. Brady, of the ferry company, can't remember such a winter. He has seen colder spells than this year, but never saw the mercury so low for such a long time. He thinks the Port Huron boats won't be able to run before the middle of April and the upper lake boats not until a week or two later.

David Carter, manager of the Detroit & Cleveland Steam Navigation Company, says it has been the worst winter he ever saw. The records of the first sailings of their steamers for the last 20 years show that the earliest was March 8, 1880, in which year there was no winter, and they could have run in January had they wished. The latest was April 18, 1881. The dates of sailing since then has been March 14, 1882; April 7, 1883, and April 2, 1884. This year he thinks will beat 1881, and won't be before April 15, anyhow.

Eber Ward, one of the oldest vesselmen of Detroit, thinks the season will be a very backward one. He doesn't expect the Cleveland boats will get away before April 25. It will be later still in the upper lakes, for water can't be seen either in Michigan or Superior, and he hears the same story from Oscoda. Everything depends, though, on the direction of the winds. There have been winters worse than this. On November 20, 1837, the ice sank a tug in Lake St. Clair. In 1843 there was good sleighing during April. On the 11th of that month he drove a sleigh for several miles in St. Clair county, and didn't scrape the ground either. The St. Clair river could be crossed in March that year.

Alex. McVittie, of the Detroit Dry Dock

Company, thinks that if the weather warms up suddenly navigation will not be later than usual. The heavy iron boats used now can stand more than the old class of vessels could, and don't have to wait as late as formerly.

While the opening of navigation is usually reckoned from the time the first vessel passes through the straits, the condition of Buffalo harbor has a large influence on the sailing of the Chicago grain fleet. No matter how little ice there is to impede the progress of vessels between Chicago and Lake Erie, the ice is liable to be piled up in front of Buffalo so as to effectually barricade the harbor. It was only a few years ago that vessels comprising the grain fleet sailed down from Chicago without encountering any ice to speak of and then got closed in near the entrance to Buffalo. At present Lake Erie is said to be frozen over from the Union to Canada, but this is probably an exaggeration. Advices from Buffalo, however, state that no open water can be seen from the highest point of observation. For nearly a week the prevailing winds at Lake Erie ports have been from the northwest, and if they continue to blow from that direction after the break-up comes the chances are that the ice will be piled up in front of Buffalo for some time after the straits are open.

The very fact that the season is a backward one is encouraging from a vessel-owner's standpoint. If the opening is stayed for a month longer than usual the season will be shortened just that much, and experience has taught vessel-owners that a short season is productive of greater financial returns than a long one. No matter how long the season may be there is only a certain amount of stuff to be forwarded, and if this is carried in six months instead of eight freights will rule higher and the expenses will be cut down. The indications for a late opening are so favorable that vessel-owners are now beginning to shake off the gloom with which they were weighted down by the unprecedented bad business of last year, and talk about better times for lake shipping. So far not much has been done in the way of vessel chartering, and ore engagements are particularly light. At this time last year contracts had been made for carrying upwards of 1,500,000 tons of iron ore, but dealers got caught, as the prevailing freight during the remainder of the season was far below the contract rate. This spring they are less anxious to make contracts until they can determine with some degree of accuracy how the season is likely to turn out. Vessel-owners are equally dilatory about making arrangements. So far as can be learned the contracts made up to the present time only cover about 200,000 tons. Rhodes & Co., of Cleveland, have taken 100,000 tons from the Pennsylvania Iron Company at $1.05 from Escanaba to Ohio ports. The contractors have sub-contracted 50,000 tons of this amount at 95 cents, Ira Owen, of Chicago, having taken one-half of the latter amount. Ira Owen has also contracted to carry 60,000 tons of ore from Escanaba to Chicago for the Union Steel Company. The rate has not been made public. Grain freights are not very active, although more tonnage has been chartered than at the corresponding period last spring. The rates, which include storage and transportation, are uniformly low, but cargoes are not offering even at these rates. Shippers are waiting to see what course the railroads will take after the pool expires, believing that a war will follow that will precipitate a wholesale slashing of rates on east-bound freight. Up to the present time vessel capacity has been chartered to load 1,235,000 bushels of corn, 223,000 bushels of wheat, and 84,000 bushels of flaxseed.

THERE will be music in the air before the season now dawning has passed away.

DULUTH.

The following are some of the appointments of the Transit company's boats running here for the coming season: Badger State, Captain J. Green; Empire State, Captain D. Waite; Fountain City, Captain J. H. Ives; Idaho, Captain A. Clark; Nyack, Captain Robert Rhynas; Captain Gilles, last year in command of the Fountain City, will be in command of the Vanderbilt not running on the Lake Superior route. Captain Green appointed to the Badger State was mate of the Empire State last season and Captain Rhynas, this season in command of the Nyack, was last year on the Arctic.—*Herald.*

LITTLE KANAWHA RIVER IMPROVEM ENT, LOCK NO. 5.

SEALED PROPOSALS in tuplicate will be received at this office until noon (local time), on Thursday, April 19, 1885, for furnishing the boilers and machinery, necessary for constructing Lock No. 5. on the Little Kanawha, River, West Virginia.

BOILERS AND MACHINERY REQUIRED.

2 Double-flue Boilers complete.
2 Steam Engines, complete.
2 Centrifugal pumps.

Specifications, printed forms of proposals and information will be furnished on application to the undersigned.

JAMES C. POST,
CAPTAIN OF ENGINEERS, U. S. A.

U. S. Engineer Office. Custom House and Post Office Building, Cincinnati, O.
March 19, 1885.

IMPROVEMENT OF THE LITTLE KANAWHA RIVER, W. VA.

PROPOSAL FOR CEMENT.

SEALED PROPOSALS in triplicate will be received at this office until 12 o'clock, noon, (local time), on Thursday, April 9, 1885, for delivering on barges at Parkersburg, W. Va., of the Cement required for use in the construction of a lock in the Little Kanawha River, near Burning Springs, West Virginia.

Approximate quantity required, 3,000 barrels.

Specifications and all necessary information may be obtained on application to the undersigned.

JAMES C. POST,
CAPTAIN OF ENGINEERS, U. S. A.

U. S. Engineer Office, Custom House and Post Office Building, Cincinnati, Ohio.
March 19, 1885.

DETROIT.

Special to the Marine Record.

DETROIT, March 31.—Regarding the opening of navigation an entire new slate has been made up by which we are informed by those who profess to know and base their predictions from past years, there will be no reaching Buffalo before May 15 at the farthest, and through the straits on or about that time. The Sault canal usually opens up not far from the same period as the other points above noted. As regards the Detroit & Cleveland route, which usually precedes all other points, the middle of April, should a warm spell set in, it is presumed there will be navigation between the two ports. Yet there is no one hereabout who cares to wager his bottom dollar on any of the above dates.

Lake St. Clair, up to this writing, presents no indications of breaking up, and could be crossed in safety by teams.

The Detroit river is no farther navigable than was reported last week.

The steamer O. D. Conger is plying on the river St. Clair, between Port Huron and Algonac, and no ice is visible thereabout.

Belle Isle, situated at the head of Detroit river, and which for many years bore the appellation of Hog Island, is being laid out for an elegant park, and ere navigation fairly sets in it will be in shape for pleasure-seekers. A few years since it was purchased from the heirs of an old French family at a cost of $200,000, and a Buffalo artist employed to beautify it. As a pleasure resort, when completed, there will be no finer in the West.

On Saturday last the sidewheel steamer Manitoba was disposed of by the United States Marshal on a libel of the Detroit Dry Dock Company, the amount of which was $1,425, and the steamer was bid in by T. A. Murphy, of this city, for $7,000. She was idle all last year, owing to a difficulty between the underwriters and her owners. In the fall of 1884 she was wrecked at Southampton, Lake Huron, and abandoned by her owners to the insurers. She remained stranded until the following spring, when she was rescued by the Murphy Wrecking Company and brought to Detroit. She is a well got-up craft, built in 1871 at Port Robinson, on the Welland Canal, and is 524 tons burden. Since commissioned she has plied between Sarnia and Canadian ports or Lake Superior ports, and was owned and managed by Beatty Bros. By the sale of her on Saturday she becomes an American bottom, and what will now be done with her is what no one for the present can find out.

Intelligence reached here this morning that the propeller Wisconsin, which, it was feared, had met the fate of the Michigan, by going to the bottom of Lake Michigan, had been sighted from a high bluff off Grand Haven, with the tug Arctic not far distant from her. It is hoped the information may prove correct, and the unfortunate craft get once more into port, and there remain until there is a clear and unobstructed route opened for her.

Of the steamers employed on that thoroughfare the Ironside and Lac La Belle, two splendid boats, foundered with the loss of several lives. A northern transportation propeller was sunk by ice, and others of that line met similar fates.

The propeller City of Dresden has been employed for a few days freighting coal from Windsor to Detroit, which landed in bond at that port last fall. Parties on this side getting short of supply made the purchase.

The steambarge Tecumseh, which has been partially reconstructed at Springwells the present winter, has been transferred to Walkerville.

Capt. Barney Wilds, who resides in this city and owner of the steambarge Alice Wilde, has contracted to engage in the lumber trade on Lake Michigan the ensuing season.

Yesterday (Monday) a heavy snow storm set in, and for a few hours it had the appearance of a return of winter of the old-fashioned kind, but at noon it set in warm with rain, and will have a good effect of melting the ice in the river and weakening it elsewhere.

A gentleman just arrived here from Au Sauble, on Lake Huron, says that ice formed on the lake during March faster than at any time during the winter, and his prediction is that it will prolong the opening of navigation to a late period, and it would not be surprising should it extend to the latter part of May.

A few days since Capt. McLaughlin, of the steamer City of Detroit, narrowly escaped drowning while crossing the St. Clair river from Cartwright, his place of residence. In company with three or four others, the boat in which they were turned over and filled. A party from shore went to their rescue, and with some difficulty towed them to land after being in the water for upwards of half an hour, and getting well chilled by their immersion. His comrades clung to the bottom of the boat, while the skipper, being of ponderous weight, was towed to terra firma.

The railroad steamers transferred last week across the river an average of 1,500 cars daily. J. W. H.

MILWAUKEE.

Special to the Marine Record.

Last Thursday we got a warm spell, which still continues, and everything is beginning to pick up. Around the river carpenters and joiners are at work on the several barges and propellers, and all along the docks you can hear the ring of the calking mallet. The snow is all gone and the river is clear of ice as far up as the Grand avenue bridge. Vessel captains are beginning to arrive from their several homes, preparatory to fitting out their boats.

There has not been any shifting of any account since I wrote you last, and I see the railroad propellers are all in except the Wisconsin, which is still in the ice. The tug Welcome, of this port, is coaling up and preparing to go in search of her, as the agent here is disturbed regarding her. Since the disaster which happened to the Michigan general alarm for the Wisconsin and her brave crew has been felt by everyone connected with marine circles, and around the tug office and bridge abutments will be seen little groups of mariners talking over the situations of the two boats.

All of the Milwaukee tug line of boats has been towed from winter quarters to their own dock, and are preparing to fit out their tugs.

The work on the Independent Tug Company's boats are about completed, except the smoke stacks on the S. S. Coe and F. C. Moxon, which will be completed this week.

The fishing tug Costello was raised on Wolf & Davison's boxes for a general overhauling.

The repairs on the United States government steamer Andrew Johnson are about complete; also the work on the wrecking tug Laviathan.

The rigging and running gear is rapidly being placed on the schooner Arthur, nee G. T. Trumpb. X. Y.

THUNDER BAY ISLAND.

No water can be seen in Lake Huron, when looking from the top of the tower. Outside the island the ice is piled up about thirty feet high.

The residents on both islands assembled at the life saving station last Saturday, and had a very enjoyable time.

The life saving crew will consist of the same members as last year.

R. W. Morris, assistant lightouse keeper, is expected soon from Detroit.

Some fifty tons of stove coal have been taken from the islands to Alpena city this winter.

Captain McKenzie, who was in town Monday from Middle Island, reports that the lake was free from ice up to the island, the early part of the week, but by the time he left the ice had drifted back again. The captain left town Monday on a two weeks trip to Sand Beach.

SAULT STE. MARIE.

The Flora Holden will run as ferry between the two Saults this season. Her upper works are being changed for that purpose.

The Mary L. Higgie, lying in winter quarters in the canal, is reported leaking. Captain Sam Ashmun is trying to keep her afloat.

Several big jobs of wrecking on Lake Superior as soon as navigation opens. The Owen Sound, ashore at Micipocoten; The Lady Dufferin, ashore at Cariboo Island; the Morley, ashore at Grand Marais; the Harry Bissell, ashore at Marquette, are among the heaviest work to be commenced upon.

The propeller Van Raalte was the first boat to reach the Sault last season. She arrived at the dock at 1 o'clock, p. m. of April 25. It is predicted by many that the first boat will arrive here this season by the 20th of April. The prophets give us this reason for the earlier opening of navigation than last, that there is but little snow ice in the river, and that the blue ice will disappear very quickly when the warm weather does come.—*Chippewa County News.*

AMHERSTBURG.

Mr. Young, of the coal firm of O. Young & Co., was in town last week, arranging matters for the coming season's trade. Captain Ira B. Mansfield will continue to manage the firm's affairs here.

Reported that the steamer Hiawatha, of Clark's Sarnia line, has been sold and will run between Detroit and Chatham, with Captain Weston, of Dresden, as commander.

EAST SAGINAW.

Special to the Marine Record.

Port Huron parties were in Bay City yesterday looking over the tugs Geo. B. Dickson and E. Haight. It is possible they may be sold.

Capt. Geo. King, Jr., of tug O. W. Cheeney has been engaged in pulling the strings on a fishing shanty on Saginaw Bay a part of this winter, with good success.

The Saginaw river fire tugs, C. M. Farrier Chas. Lee, David Sutton and Handy Boy are being put in thorough condition to fight the lurid leveler whenever he puts in an appearance along the river front the coming season. Five hundred feet of new hose has been added to the large stock carried last season. The Handy Boy has had seven feet added to her length, which is a great improvement in her appearance. The boats have been painted black, it having been found that color is less liable to become blistered and discolored from the heat. Manager Armstrong says he intends to do big business with his boats this season and some of his brother tug men will have to keep moving.

Vessel owners are not making any active preparations for the opening of navigation. Nor will they unless we get another week like the last one, which has been a hard one on the ice, the temperature sometimes rising to 60 and 65, causing the ice to rot very rapidly. It is very probably that nothing will get out of here before April 15th and owners seem to be in no hurry about fitting out.

Messrs. Prentice & Sanborn, of the city are having a new barge built at Trenton, by John Craig. Her demensions will be 175 feet in length 32 feet beam and 12½ feet hold she will be used in the lumber trade and towed by the propeller Oswegatchie, belonging to the firm.

Captain John N. Stewart, of this city, who figured in the Thomas divorce case at Toledo last summer, and who has been south this winter, returned home recently and will command the barge Mary Birckhead the coming season. Captain Stewart has been fully exonorated from any blame in the above case whatever.

The report in the bright young marine paper last week that Captain Burnham of the steamer Jennie Sutton, that left here last fall for New Orleans, that came near sinking on Lake Michigan and finally struck a snag in the Mississippi and sunk and was frozen in at St. Louis, is not Captain Burnham of the Sutton, but a brother. He was expected home this week.

A sailor named Joseph Hubert, employed in painting the barge Matilda, yesterday attempted to cross the ice, broke through and sank to his neck and was rescued with great difficulty from drowning.

The steam yacht Bessie M. has been thoroughly overhauled this winter and received a new engine 6x6 which will make a vast difference in her speed. SHAW.

CLAYTON.

Special to the Marine Record

On Friday morning last there was quite a change in the weather, jumping from a cold wind and from below zero up to the warm sun and a south wind, which is whittling the snow and ice very fast, and the water runs in the street for the first time since the first snow fell last fall.

The backbone of the winter is broken, which will be welcome by all.

The friends of Mr. Bert Brooker congratulated him on his receiving his papers as chief engineer on either high or low pressure steamers on the lakes. Clayton is turning out some good engineers.

Capt. Wm. Brooker, who formerly sailed for E. G. Merrick & Co., of Detroit, Mich., goes as first mate with Capt. P. L. Millen, of the steamship Iron Chief.

Mr. Lafayette Farr, who done the catering on the steamer Haskell last year, will dish up the goodies to the boys on the steamship Iron Chief.

Mr. L. G. Johnson & Son are pushing the work on their yacht. The frame for the cabin is nearly on, also the upper deck, and she is being planed up outside, which shows up her model very nicely. We take great interest in her, as we admire a fine yacht.

Dr. Bain has built two fine jolly boats at his shop for the yacht Calumet.

W. B. Allen leaves this week to join his steamer in the Lehigh Valley line instead of the Western.

Steamboat men will begin to look over their books this week and begin to clean up, so as to be ready to paint, put their engines in order, and be ready for a break-up in the ice.

The steamers Maud and Pierrepont are ready to run from Kingston to Cape Vincent as soon as there is a chance.

A new sidewheel boat is expected to run between Gananoque and Clayton by the 1st of June. B.

HISTORY OF LAKE NAVIGATION.

Written for the Marine Record:

BY J. W. HALL.

CHAPTER X.

There bas been so much written on various occasions regarding the earlier periods of lake navigation by numerous writers that at this late day the subject has become monotonous, all seemingly disagreeing on the facts written upon. Much no doubt has been given with more or less accuracy; yet a large degree has been omitted, and on account of its not being put on record at the time it is more than probable that it will never come to the surface. As a commencement, Lake Ontario, it is rendered certain, was the starting point. The construction of two brigantines, ten and twenty tons burden respectively, by La Salle at Fort Frontenac, in 1678, as given in former chapters, so far as recorded, being the first, and subsequently the Griffon by the same party above the falls in 1679.

From this period onward there appears to have been a lapse of time covering 100 years, or at least there is nothing of an authentic character, that there was anything floating on either of the lakes aside from the canoe or batteaux. The 100 years as above noted brings us to 1767, when, as appears, a brig of some eighty tons burden, called the Gladwin, was voyaging to and from Detroit, visiting Mackinac and Green Bay, carrying supplies, dealing in furs, and more or less of the time in government service. The name of her master is not given. Through the obstinacy of her captain, who could not be prevailed on to take ballast on board, she was caught in a squall on Lake Erie and capsized, and all were lost. Soon after the loss of this vessel the brig Beaver and one or two others were brought into existence for a service similar to that of the Gladwin. Several historians make no mention of the foregoing record, but assert that as late as 1795 there was not a vessel owned or built on either side of the lakes. During the period of 1780, and one or two subsequent years, the following vessels were in service on the lakes above the falls: Brig General Gage; schooners Dunmore, Faith, Angelica, Hope, Welcome, Adventure, Felicity, and Wyandotte. In no instance is the tonnage or names of masters given, which is to be regretted. These vessels were engaged chiefly in the transportation of troops, supplies, etc., and other pursuits. The General Gage was strictly a war vessel. To these and others of this particular period we shall have occasion to refer at another time.

The first American vessel built on Lake Ontario was the Jemima, at Hanford's Landing, three miles below Rochester, in 1798, by Eli Granger, and was thirty tons burden. From this period there were many others constructed up to the war of 1812. The first American vessel built on Lake Erie was the Washington, constructed at Four Mile Creek, near Erie, Pa., in 1797. She navigated that lake one season, and was then sold to a party in Canada, who took her to Chippewa and had her hauled over the portage to Lewiston, from whence she sailed for Fort Frontenac, but was never heard of after leaving the Niagara river. Previous to the war of 1812 quite a flourishing commerce had sprung up on Lake Ontario, and among the boats on the American side were the following:

Schooners Fair American, Capt. August Ford; Genesee Packet, Capt. Obid Mayo; Diana, Capt. A. Montgomery; Collector, Capt. Samuel Dixon; Experiment, Capt. C. Holmes; Charles and Ann, Capt. Theo. Pease; Dolphin, Capt. William Vaughan.

The schooner Fair American, it has been stated, was the first vessel built on Lake Ontario on the American side, but, as will be seen from what has been noted above, the statement is not correct. She was launched at Oswego, and was built for the Northwest Fur Company.

Somewhere about the year 1800 the schooner General Tracy was built at Detroit, and in August, 1808, was sold to Porter, Barton & Co, of Black Rock, thoroughly reconstructed, and on her second voyage thereafter was wrecked on Point Abino, near Fort Erie, and became a total loss. The brig Adams, a government vessel, was built about the same time as the Tracy at Detroit, and for several years was commanded by Captain Brevoort. A vessel called the Good Intent was built at Presque Isle, now Erie, in 1800, by Capt. William Lee, who, with Rufus S. Reed, of that place, owned her. Capt. Lee sailed her, and lost her on Point Abino in 1805. The schooner General Wilkinson, of seventy tons burden, was built at Detroit in 1802, and in 1811 was reconstructed and her name changed to Amelia. She was sold to the United States government during the war. In the winter of 1802 3 a sloop named the Contractor, of sixty-four tons burden, was built at Black Rock by the company having the government contract for the supply of the military posts under the superintendence of Capt. William Lee, by whom she was sailed until 1809, and afterward by Capt. James Beard.

In 1803-4 a small sloop called the Niagara, of thirty tons, was built at Cayuga Creek, on the Niagara river, by the United States government, but was never commissioned. She was purchased by Porter, Barton & Co. in 1806, and her name changed to Nancy, and was sailed by Capt. Richard O'Neil. In 1806 the schooner Mary, of one hundred and five tons burden, was built at Presque Isle, now Erie, by Thomas Wilson, and one-half of her was purchased by Capt. James Rough and George Bueshler and the other half by Porter, Barton & Co., in 1808, and was sailed by Capt. Rough until the war, and then sold to the United States government.

In 1808 Porter, Barton & Co. purchased the schooner Ranger, then several years old, of George Wilbur; she was put in good repair and was sailed by Captain Hathaway. In 1810 the sloop Erie was built at Black Rock by Porter, Barton & Co. and sold to the United States Government in time of the war. The schooner Salina, commanded by Capt. Dobbins, and the schooner Eleanor, and probably others, the names of which are not given, were built and sailed before the war, but by whom owned or where built, history fails to record. On Lake Ontario, prior to 1809, several vessels were engaged in commerce, and besides those already noted were the Island Packet, Lark, Eagle, Mary, Farmer, Two Brothers, and Democrat; also the United States brig Oneida, commanded by Captain Woolsey. In 1809 the schooner Ontario was built at Lewiston for Porter, Barton & Co. and sold to the United States government during the war. She was seventy tons burden. The same year the schooner Cambria was built on an island at the lower end of Lake Ontario, and brought in an unfinished state to Lewiston, where she was purchased and fitted out by Porter, Barton & Co. and her name changed to Niagara.

In addition to the foregoing vessels were the sloops Marion and Gold Hunter in commission. A number of vessels on both lakes Ontario and Erie, that were owned and armed during the war by the United States Government, were afterwards sold and employed in the commerce of the lakes. There were also employed on the Canada side of the above lakes a number of vessels, a description of which would be of much interest, and which were in service both before and after the war.

[To be continued next week.]

OFFICIAL NUMBERS AND SIGNAL LETTERS.

To the Editor of the Marine Record:

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION.
March 23, 1885.

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Deparment, during the week ended March, 21, 1885.

	Name.	Home Port.	Official Number.	Signal Letters.	Rig.	Tonnage. Gross.	Tonnage. Net.
SAIL VESSELS.	Alexander.	Cedar Keys, Fla.	106,342	.....	Sl.	9.67	9.19
	Allie B. Cathrall.	Milford, Del.	106,343	K C W G	Sc.	108.95	103.51
	Jennie Treadwell.	Patchogue, N Y.	76 558	.....	Cat.	8.87	8 43
	Venus.	New Berne, N. C.	161,535	.....	Sc.	14.41	13.69
STEAM VESSELS.							
	Hugh Barr.	Evansville, Ind.	95,840	.....	St. p.	66.26	33 26
	White Oak.	Paducah, Ky	81 066	.....	St. s.	50 73	31.32
UNRIGG'D VESSELS							
	John Kelly.	New York, N. Y.	46,338	.....	Bge.	176 62	167.79

JARVIS PATTON, Commissioner.

Yachtmen should remember that the American Ship Windlass Co., of Providence, R. I., are the makers of the very best yacht windlass in the market.

SHIPBUILDING INTEREST AT DETROIT.

Never since Detroit commenced shipbuilding has such a dull winter as the present been experienced at the shipyards. Three years ago there were ten steamers building at the various yards, including Wyandotte, while at present the only yard that has any new work is the Wyandotte one where work has just been commenced on two steel steamers. The wooden shipbuilding yards are at a complete standstill with the exception of a small amount of repairing. There is good reason for this state of affairs. For three or four years the shipbuilding along the lakes has been very extensive, some think more extensive than it should have been, but be this as it may, few vessel owners feel like enlarging their fleets, and if they did want more vessels it is cheaper at present to purchase than to build. Within the past few years the results required of lake steamers have been more exacting, and this has worked a great change in the appearance and efficiency of the inland marine. Very few bluff bowed propellers are now built. They are too heavy and too slow to fulfill the requirements of the present day. The places of the old, slow propellers are being taken by swift steamships of modern build, constructed of steel or iron. When metal steamers were first introduced on fresh water they were almost universally condemned by the old school marines and vessel owners. The greatest objection raised was that there was too much shallow water on the lakes, and the iron and steel bottoms would be destroyed by striking on the boulders and rocks, where wooden ships would only be chafed. This trouble was overcome in some cases by sheathing the hull below the water line with rock elm. Notwithstanding the objections raised against metal ships, they have steadily advanced in the estimation of the most prudent vessel owners, until now a very large proportion of the steamers, both passenger and freight, are constructed either of iron or steel. In order to satisfy himself by actual test as to the relative value of wooden, iron, and steel ships, the manager of one of the largest fleets on the lakes kept a minute record last year of the performance of three steamers in his fleet. The three were almost exactly of the same dimensions, and all three were of modern build and equally well equipped. The figures given below are taken from the records of four trips by each steamer. As all the steamers were the property of one company there was no reason why one should be favored above another, so that the figures given may be relied upon as showing the correct result. The following shows the comparative performance of modern lake freight steamers of wood, iron, and steel:

	Displacement in tons.	Average cargo in tons.	Mean speed in miles per hour.	Consumption of coal in pounds.	Consumption of coal per mile in pounds.	Tons of cargo carried per pound of coal consumed per hour.
Wood	3,020	1 236	9.75	1,430	146	8.40
Iron	3 040	1,695	10.71	1,700	158	10.83
Steel	3,060	1,669	12.88	1,750	142	11.75

Comparative performance based on a uniform speed equal to that of the slowest boat:

Wood	3,020	1,236	9.75	1,430	146	8.40
Iron	3,040	1,695	9.75	1,282	131	12 94
Steel	3.060	1,669	9.75	980	96	17.88

Calling the performance of the wooden steamer 100 that of the three compare as follows:

Wood	100
Iron	154
Steel	207

Under the heading "An Economical Lake Steamship," an exchange gives the following:

"Referring to an article in one of our contemporaries, in which it was shown that the consumption of coal per ton per mile by the British steamer Burgos on a recent voyage, was about one-half an ounce, Mr. Norman A. Wheeler says in the American Manufacturer:

"But we need not go to the English or Scotch building yards for specimens of half ounce per ton-mile ships. Take, for instance, the H. J. Jewett, which came out in 1882. She carries 2,300 tons of 2,000 pounds each. She runs in deep water fourteen statute miles per hour, which is almost exactly twelve nautical miles. Her course between Buffalo and Chicago covers long reaches of shallow water, which has the effect of reducing speed and increasing coal consumption per mile. She makes the round trip between Buffalo and Chicago with an average of eighty tons of Ohio coal—including the coal burned in port, steam being always kept on one of her two boilers. The shortest possible distance to be run on a round trip is 1,800 statute miles, which is equal to 1,564 nautical miles. Coal per mile equals 102.3 pounds, equal to .0445 of a pound per ton per mile, making fuel cost per ton per mile .71 of an ounce, at twelve knots per hour. Now, the required powers for different speeds are as the squares of the speeds, so that the consumption at ten miles equals 100 divided by 144 plus .71 ounce, which gives us .497 of an ounce of coal per ton, moved one mile in six minutes, saying nothing of shallow water resistance and coal burned in port."

The above statement is evidently incorrect. The Jewett never made a round trip on eighty tons of coal. Her usual consumption is more than double that amount, and besides her cargo does not average 2,300 tons per round trip. She only carries that amount east-bound. Now, correcting the above on a basis of 2,300 tons carried 782 knots on a consumption of eighty tons of coal, the speed being at the rate of twelve knots per hour, the result would be 1.124 of an ounce, and this corrected for a speed of ten knots per hour, the consumption varying as the cube and not as the square of the speed, as erroneously stated above, would amount to .824 of an ounce of coal per ton. The facts probably are that she burns considerably over an ounce, as her usual consumption of coal is nearer 200 tons than 100 per round trip.

Both steamers now building at Wyandotte have already been mentioned. The more important one of the two is the new City of Cleveland, or rather she will be when completed. She is intended to take the place of the Northwest in the Detroit & Cleveland Steam Navigation Company's fleet of fast sidewheelers. Her principal dimensions are as follows: Length over all, 282 feet; length on the water line, 270 feet; breadth of beam, 40 feet 6 inches; extreme breadth over the guards, 70 feet; molded depth, 16 feet. She will have a sheer of 6 feet forward and 3 feet aft. Her frames and plating will be heavy, and made of the very best steel in the market. Her motive power will consist of a beam engine, the cylinder being 60 inches in diameter and the stroke 12 feet. Her wheels will be of the latest pattern with feathing buckets. She will have four compound boilers 10 feet shell by 11 feet 8 inches in length made from ¾-inch steel, and capable of working at a pressure of 100 pounds to the square inch. She will run about eighteen miles per hour and carry 600 tons of freight all on deck. Her cabin will be superior to anything on the lakes. It will have 120 staterooms, of which 40 will be in an upper tier, an arrangement quite new on these waters, but in use for a number of years on Hudson river boats. There will be no ladies' cabin on the main deck, leaving plenty of room for the expeditious handling of freight. The cabin and staterooms will be lighted throughout by electricity, and no money or talent will be spared to make the City of Cleveland in every sense a floating palace. She will be finished and ready for the navigation season of 1886.

The second steamer is a light one for river service, and will probably be called the Verona. She is 110 feet long, 22 feet beam, 30 feet over the guards, and 8 feet deep. She will have an open upper deck like a river ferry. Her motive power consists of two engines with cylinder 18x18.—*Detroit Free Press.*

NEW FISHING BOAT.

An old sailor, who was rather accustomed to draw the long bow, told the following tale: "Our ship was for the space of fourteen months becalmed in mid-ocean. During this time we had not advanced ten miles nearer to the port of our destination. Our provisions were all gone, and nothing but starvation appeared in prospect for us. We had made up our minds that it was all over with us—that starve we must—when we encountered a fearful gale of wind. It came so suddenly upon us that we hadn't time to take in a single sail. The squall striking the ship rolled her clean over, the masts going down one side and coming up on the other, and so quickly did she perform this revolution that no one on board was even wetted. When she righted, our astonishment was great at beholding a monstrous dolphin violently kicking, transfixed upon the foretopmast, and a huge swordfish in a similar condition upon the maintopmast. Also transfixed upon the jibboom, kicking and flopping like all possessed, was as fine a halibut as ever you laid eyes on. We had an abundance of provisions, and I was all right, saving a bad cold, which I took during the gale."

BOOM IN LUMBER.

Whatever may be said of other departments of trade, there is an undoubted and unmistakable improvement in the lumber business in many directions. About a week ago Buffalo reported an increase in trade which took on the veritable characteristic of a boom. Chicago also reports a better feeling than formerly, and now greatly increased activity is noticed at Minneapolis and St. Paul. This increase has been particularly marked in Minneapolis, from which city there were shipped 271 cars to 198 the preceding week. The shipments from St. Paul reached 91 cars, and from Minnesota Transfer 36 cars, making a total of 398, to 310 for the preceding week. There has never before at this time of the year been so great an inquiry for lumber as there is at present, and the employes of the lumber offices are kept busy making estimates and bids. The city trade especially promises to be very heavy. Business in Iowa is opening with very brilliant prospects for Minneapolis lumbermen, and trade there will show a decided increase over last year. Dakota is sending in a good many orders, but as a rule the dealers in this city do comparatively little business in that portion of the country. In the southwest trade is not opening as well as was expected. This is caused principally by the sharp competition of the Chippewa valley lumbermen.—*Bay City Press.*

It is pretty definitely settled that the Iron Range from Duluth to Two Harbors will be built the coming summer. There will be lively times in the Zenith this summer.

Mr. D. A. Christy, the Duluth agent of the Lake Superior Transit Company, denies the recent report that the boats of that company will run to Washburn instead of to Duluth.

A sailor soon forgets the terrors of the sea, and ships again ere he has been ashore a month; the convict is almost certain to return to the prison from which he was released but a short time back, and the widow will marry a second time, if she gets the chance; and she usually gets the chance.